

## LINCOLN CITY/LANCASTER COUNTY PLANNING STAFF REPORT

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for the May 28, 2003 PLANNING COMMISSION MEETING

This is a combined staff report for related items. This report contains a single background and analysis section for all items. However, there are separate conditions provided for the special permit for the CUP.

**P.A.S.:** Change of Zone #3407 from R-2 to R-3  
Special Permit #2017 for a Community Unit Plan for 37 Dwelling Units

**PROPOSAL:** To allow a community unit plan that includes 36 attached single-family units and one single-family unit.

**LOCATION:** Southwest of the intersection of Cherrywood and Sycamore Drives.

### **WAIVER REQUESTS:**

1. Eliminate the preliminary plat process.
2. Allow the Director of Planning to approve administrative final plats in accordance with the approved community unit plan.
3. Allow the Director of Planning to approve administrative final plats that include public streets and private roadways.
4. Rear yard setbacks from 22.6' to 20' for all lots, except from 22.6' to 18' for Lot 23, from 22.6' to 10' for Lot 24, and from 22.6' to 7' for Lot 25.
5. Front yard setback on Lots 5, 20, 31 and 32 on the east side from 20' to 5'.
6. Average lot width from 40' to 37'.
7. Lot area from 5,000 to 4,100 square feet.
8. Centerline curve radius from 150' to 110'.
9. Private roadway width from 27' to 24'.

**LAND AREA:** Approximately 5.6 acres.

**CONCLUSION:** This request is an appropriate use of land and provides for a good transition of land use at this location. However, the driveway entrance and roadway do not comply with design standards as shown. As a result, Public Works and Utilities is requesting deferral to allow time for issues concerning street alignment and geometrics to be addressed.

### **RECOMMENDATION:**

Change of Zone #3407  
Special Permit #2017

Deferral  
Deferral

**Waivers:**

1.	Eliminate the preliminary plat process.	Deferral
2.	Allow the Director of Planning to approve administrative final plats in accordance with the approved community unit plant.	Deferral
3.	Allow the Director of Planning to approve administrative final plats that include public streets and private roadways.	Deferral
4.	Rear yard setback	Deferral
5.	Front yard setback	Deferral
6.	Average lot width	Deferral
7.	Lot area	Deferral
8.	Centerline curve radius	Deferral
9.	Private roadway width to 24'.	Deferral

**GENERAL INFORMATION:**

**LEGAL DESCRIPTION:** See attached.

**EXISTING ZONING:** R-2 Residential      **PROPOSED ZONING:** R-3 Residential

**EXISTING LAND USE:** Natural Gas Utility Storage Facility

**SURROUNDING LAND USE AND ZONING:**

North:	Single-family Residential	R-2
South:	Single-family Residential/Bike Trail	R-1
East:	Single-family Residential	R-2
West:	Multiple-family Residential	R-5

**COMPREHENSIVE PLAN SPECIFICATIONS:**

**Page F15 -Quality of Life Assets**

- Preservation and enhancement of the many quality of life assets within the community continues. For a true "good quality of life," a community has more than jobs, shelter, utilities and roads - there are numerous service, education, historic and cultural resources which are fundamental to enriching lives. The community continues its commitment to neighborhoods. Neighborhoods remain one of Lincoln's great strengths and their conservation is fundamental to this plan. The health of Lincoln's varied neighborhoods and districts depends on implementing appropriate and individualized policies. The

Comprehensive Plan is the basis for zoning and land development decisions. It guides decisions that will maintain the quality and character of the community's established neighborhoods.

**Page F18 - Residential Neighborhoods**

- Affordable housing should be distributed throughout the region to be near job opportunities and to provide housing choices within every neighborhood.
- Encourage different housing types and choices, including affordable housing throughout each neighborhood for an increasingly diverse population.

**Page F25 - This land is designated as urban residential in the Land Use Plan.**

**Page F66 - Overall Guiding Principles**

- Transit, pedestrian, and bicycle networks should maximize access and mobility to provide alternatives and reduce dependence upon the automobile. Sidewalks should be provided on both sides of all streets, or in alternative locations as allowed through design standards or the Community Unit Plan process.

**Page F67 - Guiding Principles for New Neighborhoods**

- Encourage a mix of housing types, single-family, townhomes, apartments, elderly housing all within one area.
- Pedestrian orientation, shorter block lengths, and sidewalks on both sides of all roads.

**Page F71 - Strategies for New and Existing Neighborhoods**

- The diversity of architecture, housing types and sizes are central to what makes older neighborhoods great places to live. New construction should continue the architectural variety, but in a manner that is sympathetic with the existing neighborhoods.

**Page F87 - Transportation Planning Principles**

- A Balanced Transportation System - The concept of balance also applies to methods of transportation. While the system must function well for motor vehicles, it should also establish public transportation, bicycling, and walking as realistic alternatives now and into the future.

**Page F91 - Other Areas**

- All areas of the community should have safe, secure and reasonably direct pedestrian connections. Activities of daily living should be available within walking distance. Neighborhoods should include homes, stores, workplaces, schools, and places to recreate. Interconnecting streets, trails, and sidewalks should be designed to encourage walking and bicycling, reduce the number and length of automobile trips, and conserve energy.

**UTILITIES:** All utilities are available to the site.

**TOPOGRAPHY:** The grade is relatively flat across the site.

**TRAFFIC ANALYSIS:** The CUP shows one access point for the project off of Cherrywood Drive at the northwest corner of the site. This is shown to be a combined driveway that serves both this project and the apartments to the west.

## **ANALYSIS:**

1. Access to the site is provided by a driveway off of Cherrywood Drive to be shared with the apartment complex to the west, and involves relocating the driveway of the apartment complex. This will require the improvements within the existing apartments to be modified to accommodate this change. The shared driveway is both encouraged and recommended, however, as proposed it does not allow for a sidewalk along the east side of the drive due to the proximity of the adjacent lot. The proposed design also requires waivers to design standards to allow the water main to run under the pavement, reduce tangent length between horizontal curves, and reduce the centerline radius of a private roadway.

Public Works is recommending that this project be deferred to allow for these issues to be resolved, preferably without waivers, by a re-design of the driveway.

2. A waiver to roadway width from 27' to 24' has been requested. Most of the private roadway system throughout the CUP is actually at 25', but it narrows to 24' near the entrance. Public Works notes in their review that a 27' wide roadway is the design standard and that it should be provided. Minimum roadway standards are established to ensure that reasonable accommodations are provided for vehicular traffic and emergency vehicle access and should be maintained.

It is also noted that turn-arounds are not provided at Maplewood Court or the north end of South 77<sup>th</sup> Place as required by the Subdivision Ordinance. To enhance traffic flow and to provide a second entrance, Maplewood Court should be extended to connect to the adjacent parking lot in the apartment complex. A turn-around should also be provided at the north end of South 77<sup>th</sup> Place.

3. The CUP includes 36 single-family attached units, and one detached single-family unit. The plan's density calculation indicates that 39 units are allowed. This calculation must be revised downward to accommodate the required 10% reduction per Design Standards and show a maximum density of 35 units. This will require the plan to be revised to show no more than 35 units. With this done, the plan will comply with the density requirements for a CUP in the R-3 district.

It is noted that the previous use on this site was a natural gas storage facility, and the surrounding properties are already developed. Given these circumstances, the proposed CUP is a reasonable use of this site and provides a good transition between the adjacent single-family and multiple-family uses.

4. A waiver to the rear setback for all lots from 22.6' to 20' is requested, except for Lots 23, 23 and 25 where an additional reduction is requested. The request to waive the rear setback for all lots as shown is appropriate given that: the waiver for Lots 26-37 impacts only lots internal to the development; the rear lot line of the perimeter lots, Lots 1-19, is actually setback 10' from the CUP boundary resulting in a standard 30' setback from the neighboring lot's rear lot lines; and, Lots 20-25 are adjacent to the MoPac bike trail, a bike trail corridor that is approximately 175' wide at this point.
5. A setback to the side yard setback is requested for Lots 5, 20, 31 and 32. If allowed, the actual setback from the structure to the back of curb would be in excess of 20' for all four lots, and is appropriate given all the lots are internal to the development and adjacent to a private roadway.
6. The landscape plan shows trees being removed along the south boundary of the CUP which helped provide a buffer between this site and the bike trail. Those trees being removed should be replaced with new ones planted along the south boundary to help preserve the buffer between the trail and the residences.

Additionally, the landscape schedule calls for planting Austrian Pine trees. These trees have recently been removed from the City's Approved Planting Schedule due to disease susceptibility. An alternate species must be substituted in the schedule.

7. Waivers to average lot width and lot area are requested. These waivers are appropriate for this CUP given the proposed layout, and that the average lot area including open space meets the minimum lot area of the R-3 district.
8. One of the trade-offs associated with the higher density allowed in a CUP is the requirement for an outdoor recreation and open space plan. The plan shown does not include an active recreation component and must be revised. It is recommended the open area adjacent to Lot 25 be used for this purpose, and that a sidewalk connection to the open spaces between Lots 35 and 36 be provided.
9. The MoPac Trail is adjacent to the south and is a significant recreation opportunity for this development. A sidewalk connection from the South 77<sup>th</sup> Street cul-de-sac to the trail should be provided.
10. Other minor changes that must be made to the plan include: the southeast corner of Lot 20 encroaches into Outlot A; the surveyor's certificate must be signed; and, the project will need to use a name other than Maple Village as it has already been used in a previous subdivision.

11. Revisions to the drainage plan must be made, and are noted in the Public Works/Watershed Management review.
12. Fire Prevention did not have an opportunity to see the utility plan during the initial review. That plan is under review and those comments will be forwarded when received.

Staff recommends deferral of this request, however, if action is taken it should be subject to the following conditions:

**CONDITIONS:**

**Special Permit #2017**

Site Specific:

1. After the applicant completes the following instructions and submits the documents and plans to the Planning Department and the plans are found to be acceptable, the application will be scheduled on the City Council's agenda:

- 1.1 Revise the site plan to show:
  - 1.1.1 Show a turn-around at the north end of South 77<sup>th</sup> Street.
  - 1.1.2 Maplewood Court extended to connect with the parking lot in the apartment complex.
  - 1.1.3 The roadway re-designed to the satisfaction of Public Works.
  - 1.1.4 Sidewalks along both sides of Maple Village Drive.
  - 1.1.5 Easements required by the May 9, 2003 LES review, including a blanket utility easement over Outlot A.
  - 1.1.6 Extend the sidewalk to the bike trail from South 77<sup>th</sup> Court.
  - 1.1.7 An outdoor recreation and open space plan approved by the Parks and Recreation Department including a sidewalk connection if required.
- 1.2 Revise the landscape plan to show:

- 1.2.1 An alternate species for Austrian Pine as noted in the Parks and Recreation Department's review.
  - 1.2.2 A note that states that all outlot areas to be maintained by the developer or homeowner's association.
  - 1.2.3 The trees shown to be removed along the south part of the site being replaced or re-planted along the south boundary of the CUP.
  - 1.2.4 Planting method and a note that includes standard language concerning landscape material handling and planting being done consistent with City of Lincoln Design Standards.
- 1.3 Revise the grading and drainage plans to the satisfaction of Public Works and Utilities, including Public Works and Utilities/Stormwater Management.
- 1.4 Revise the utility plan to correct deficiencies noted in the review by Fire Prevention, if any are noted.
2. This approval permits a community unit plan for up to 35 dwelling units with waivers to rear yard setback on all lots, front yard setback on Lots 5, 20, 31 and 32, to the preliminary plat process, to allow the Planning Director to approve final plats consistent with the CUP, to allow the Planning Director to approve final plats that include private roadways, to minimum lot area, and to average lot width.

The waiver of the preliminary plat process shall only be effective for a period of ten (10) years from the date of the city's approval, and shall be of no force or effect thereafter. If any final plat on all or a portion of the approved community unit plan is submitted five (5) years or more after the approval of the community unit plan, the city may require that a new community unit plan be submitted, pursuant to all the provisions of section 26.31.015. A new community unit plan may be required if the subdivision ordinance, the design standards, or the required improvements have been amended by the city; and as a result, the community unit plan as originally approved does not comply with the amended rules and regulations.

General:

3. Before receiving building permits:
  - 3.1 The permittee shall have submitted a revised and reproducible **final** plan including 5 copies and the plans are acceptable.

3.2 The construction plans shall comply with the approved plans.

3.3 Final Plats shall be approved by the Planning Director.

Standard:

4. The following conditions are applicable to all requests:

4.1 Before occupying the dwelling units all development and construction shall have been completed in compliance with the approved plans.

4.2 All privately-owned improvements shall be permanently maintained by the owner or an appropriately established homeowners association approved by the City Attorney.

4.3 The site plan accompanying this permit shall be the basis for all interpretations of setbacks, yards, locations of buildings, location of parking and circulation elements, and similar matters.

4.4 This resolution's terms, conditions, and requirements bind and obligate the permittee, its successors and assigns.

4.5 The applicant shall sign and return the letter of acceptance to the City Clerk within 30 days following the approval of the special permit, provided, however, said 30-day period may be extended up to six months by administrative amendment. The clerk shall file a copy of the resolution approving the special permit and the letter of acceptance with the Register of Deeds, filling fees therefor to be paid in advance by the applicant.

Prepared by:

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Brian Will, AICP  
Planner  
May 15, 2003



Maple Village CUP  
CZ#3407  
SP#2017

Page 9

**OWNER:** Aquila  
1600 Windhoek Drive/PO Box 83008  
Lincoln, NE 68512 (402) 437-1717

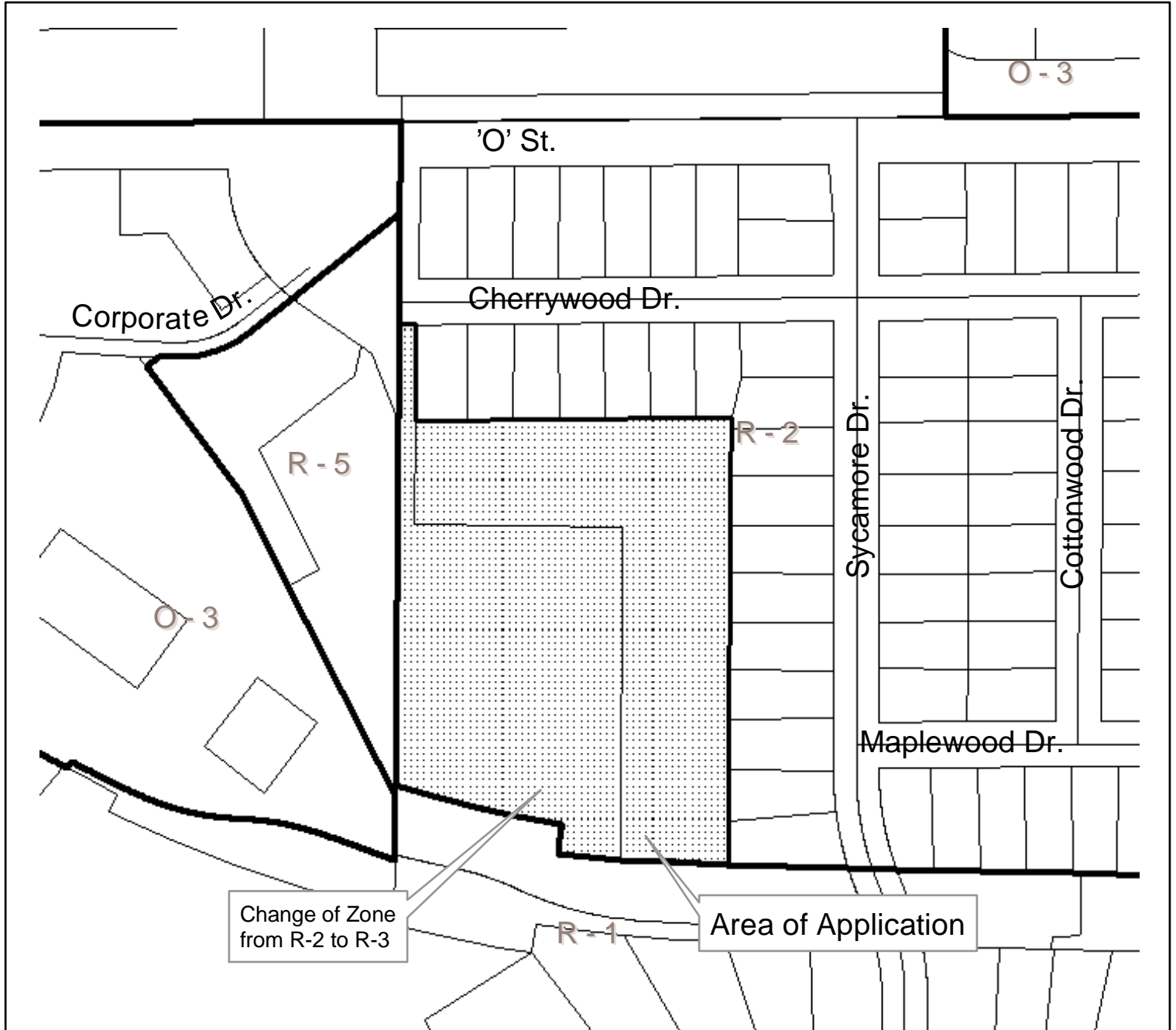
**APPLICANT/  
CONTACT:** Brian Carstens on behalf of Mike Moser  
601 Old Cheney Road Suite C  
Lincoln, NE 68512 (402) 434-2424

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**Change of Zone #3407  
Special Permit #2017  
Cherrywood & Sycamore Dr.  
Maple Village CUP**

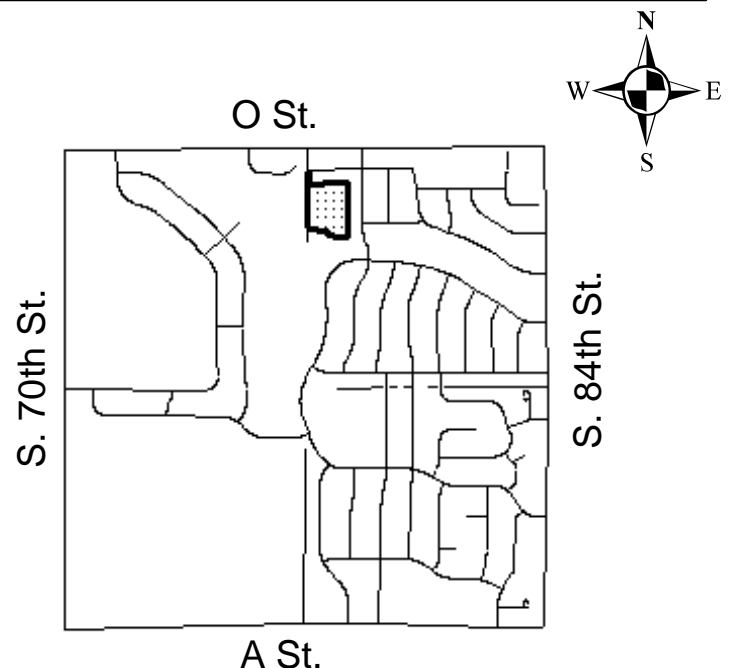
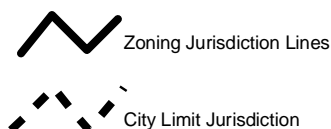




# **Change of Zone #3407** **Special Permit #2017** **Cherrywood & Sycamore Dr.** **Maple Village CUP** **Zoning:**

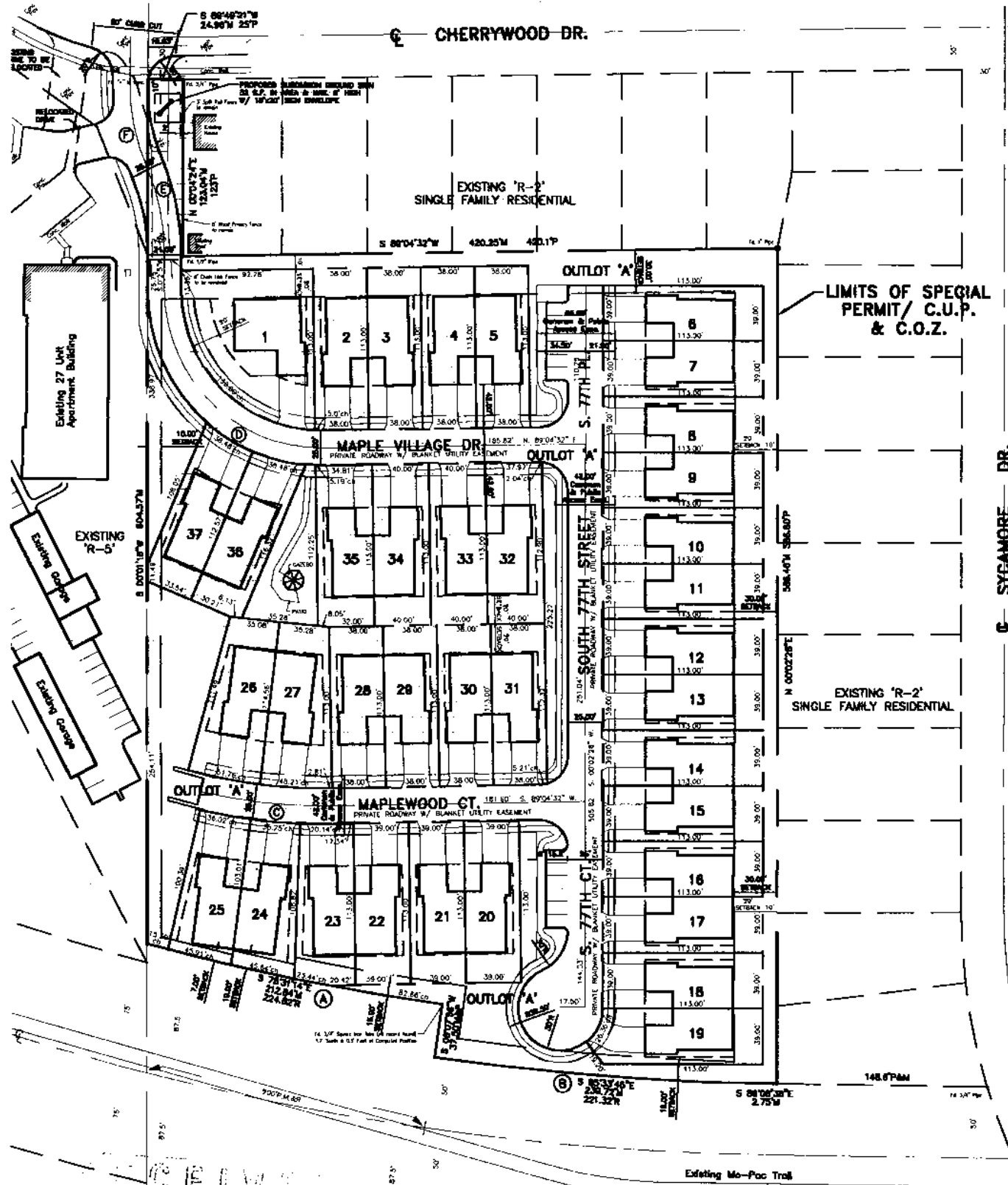
One Square Mile  
 Sec. 27 T10N R7E

- R-1 to R-8 Residential District
- AG Agricultural District
- AGR Agricultural Residential District
- R-C Residential Conservation District
- O-1 Office District
- O-2 Suburban Office District
- O-3 Office Park District
- R-T Residential Transition District
- B-1 Local Business District
- B-2 Planned Neighborhood Business District
- B-3 Commercial District
- B-4 Lincoln Center Business District
- B-5 Planned Regional Business District
- H-1 Interstate Commercial District
- H-2 Highway Business District
- H-3 Highway Commercial District
- H-4 General Commercial District
- I-1 Industrial District
- I-2 Industrial Park District
- I-3 Employment Center District
- P Public Use District



# MAPLE VILLAGE C.U.P. / SPECIAL PERMIT

CHERRYWOOD DR.



SCALE 1" = 100'



**BRIAN D. CARSTENS & ASSOCIATES**  
LAND USE PLANNING  
RESIDENTIAL & COMMERCIAL DESIGN

601 OLD CHENEY ROAD  
SUITE C  
LINCOLN, NE 68512  
PHONE: (402) 434-3424  
FAX: (402) 434-0627  
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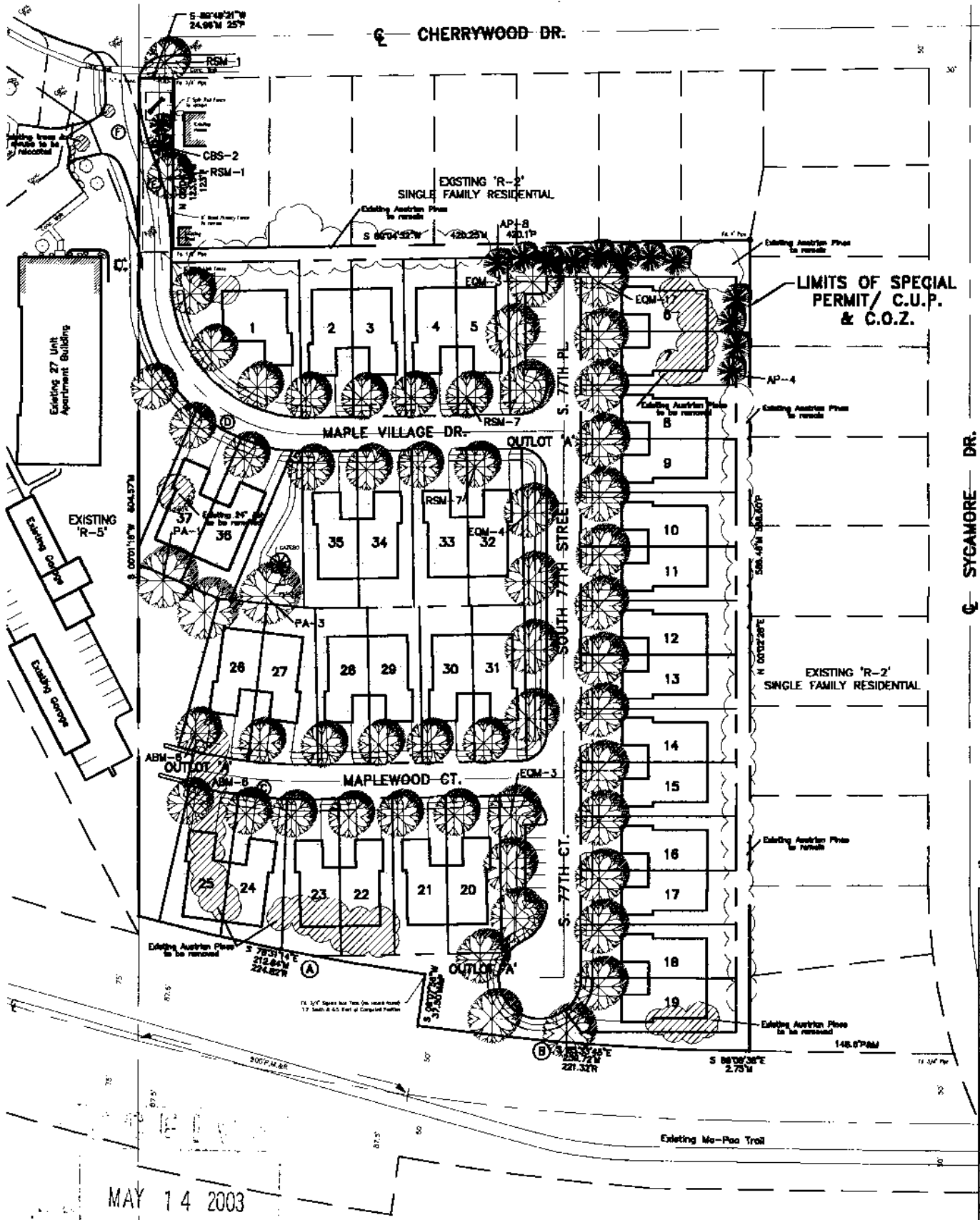
MAY 14 2003

LINCOLN CITY/LANCASTER CO. PLANNING DEPARTMENT



# MAPLE VILLAGE C.U.P. / SPECIAL PERMIT

CHERRYWOOD DR.



MAY 14 2003

LINCOLN CITY/LANCASTER COUNTY  
PLANNING DEPARTMENT

BRIAN D. CARSTENS & ASSOCIATES  
LAND USE PLANNING  
RESIDENTIAL & COMMERCIAL DESIGN

801 OLD CHENEY ROAD  
SUITE C  
LINCOLN, NE 68512

PHONE: (402) 434-2004  
FAX: (402) 434-0657  
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**BRIAN D. CARSTENS AND ASSOCIATES**  
**LAND USE PLANNING RESIDENTIAL & COMMERCIAL DESIGN**  
601 Old Cheney Road, Suite C Lincoln, NE 68512 Phone: 402.434.2424

May 1, 2003

Marvin Krout  
Director of Planning  
City of Lincoln/ Lancaster County  
555 South 10th Street  
Lincoln, NE 68508

RE: MAPLE VILLAGE  
CHANGE OF ZONE FROM 'R-2' TO 'R'-3'  
SPECIAL PERMIT/ COMMUNITY UNIT PLAN

Dear Marvin,

On behalf of Mike Moser, we are submitting the above mentioned change of zone and special permit/ community unit plan for your review. The property is located to the southwest of Cherrywood Drive and Sycamore Drive. Aquila (formerly known as Peoples Natural Gas) currently owns the site, that was a former storage yard / service area with above ground storage tanks. Mike Moser has an 'option' to purchase the property.

The special permit / community unit plan contains 5.6 acres. It is currently zoned 'R-2', with existing 'R-2' single family residences to the north and east, and the Mo-Pac Trail to the south. Existing 'R-5' zoning with 2 apartment buildings are located to the west. We are requesting the change of zone to allow for a transition between the existing single family to the north and east to the existing multi-family apartments to the west.

This project includes 1 single family lot, 36 single family attached lots and 1 outlot. The outlot contains the private roadway and common areas with a gazebo/ patio. Public water and sanitary sewer will be installed along the private roadways.

A storm water detention cell will be located in the southwest corner of the site. It will discharge into an existing drainage ditch to the west. Please note that the adjacent owner of the multi-family units is the Developer of this project.

Please note that we are saving the existing row of mature Austrian Pines along the north and east boundaries of the C.U.P. Additional Austrian Pines will be planted in the areas that have no existing pines. Retaining walls and/ or a split level unit will be planned in the southeast corner of the project to save the existing trees.

As of this submittal, we have the following waivers for you to consider:

- \* Preliminary plat requirements to allow the Director of Planning to approve Administrative Final Plats with public streets and/ or private roadways, as per the approved special permit/ community unit plan. This will allow for a stream-lined project and allow for construction to begin sooner.

- \* Rear yard setback from 22.6 feet to 20 feet on all lots except the following;
  - Rear yard setback on Lot 23, south side from 22.6 feet to 18 feet.
  - Rear yard setback on Lot 24, south side from 22.6 feet to 10 feet.
  - Rear yard setback on Lot 25, south side from 22.6 feet to 7 feet.

This waiver will still show a minimum of 30' feet from the north and east boundaries along the existing single family homes. The waiver on Lots 23, 24, & 25 are adjacent to the Mo-Pac Trail. The trail is actually 80 feet away from the closest unit.

- \* Front yard setbacks on the east side of Lots 5, 20, 31 & 32 from 20 feet to 5 feet.  
The actual distance from the building envelope to the private roadway back of curb is at least 20 feet.

- \* Average lot width from 40 feet to 37 feet.

- \* Lot area from 5,000 square feet to 4,100.00 square feet.

These two waivers are typically requested with similar projects, due to the common/ open space

- \* Centerline curve radius from 150 feet to 110 feet.

With the small frontage along Cherrywood Drive, and the relocation of the existing apartment driveway that will connect to the proposed private roadway, this centerline radius waiver was the only logical solution to the access issues to the site

- \* Private roadway pavement width from 25 feet to 24 feet.

This waiver is only in a small area of the main private roadway entering in off of Cherrywood Drive. The existing 'pan handle' on the lot forces us to a 24 foot private roadway to stay within our property lines.

Please feel free to contact me if you have any further questions.

Sincerely,

*Brian D. Carstens*

Brian D. Carstens

*MSK*

ENCLOSURES: 24 copies of sheet 1 of 3  
8 copies of sheets 2 & 3 of 3  
Application for a Special Permit & Change of Zone  
Application fee of \$1,225.00  
Certificate of ownership  
8-1/2" x 11" reductions  
2 copies of the drainage summary

cc: Mike Moser  
John Moorehouse

# MAPLE VILLAGE

## LEGAL DESCRIPTION:

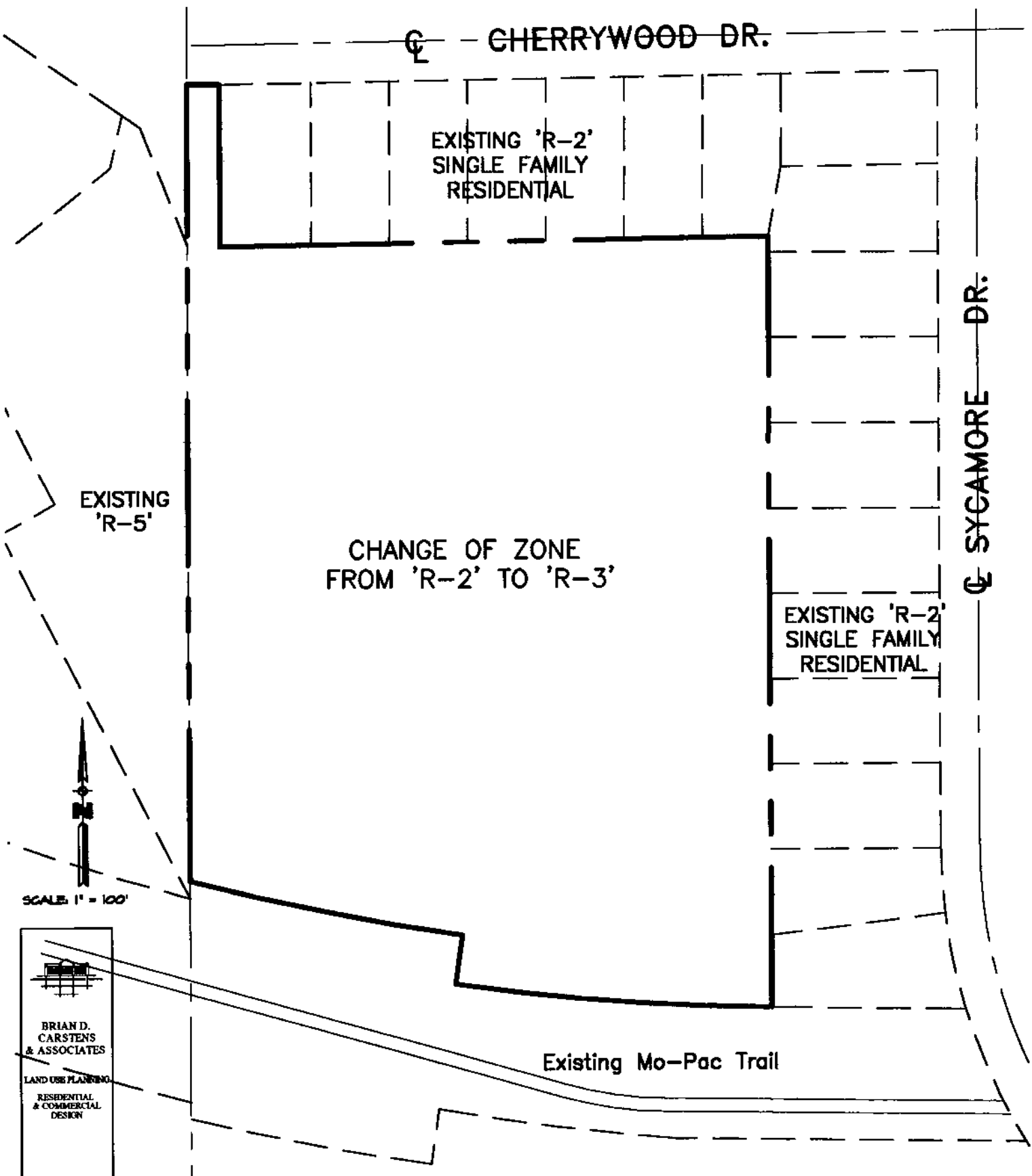
A survey of Outlot A, Maple Village, and Lot 63 Irregular Tract, located in the Northeast Quarter of Section 27 Township 10 North Range 7 East of the Sixth Principal Meridian, Lancaster County, Nebraska. More particularly described by metes and bounds as follows.

Commencing at the North one quarter corner of Section 27 Township 10 North Range 7 East of the Sixth Principal Meridian; Thence South 00-01-36 East (an assumed bearing), on the West line of the Northeast Quarter a distance of 269.69 feet, to the POINT OF BEGINNING; Thence continuing on the Previous bearing of South 00-01-16 East, on said West line a distance of 604.57 feet, to a point of Intersection of said West line, and the North line of the Vacated Missouri Pacific Railroad; Thence on a curve to the Left on the North Right of way line of said Vacated Railroad Right of Way, having a radius of 1822.58 feet, a central angle of 06-41-41, a chord bearing of South 78-31-14 East, and a chord distance of 212.84 feet; Thence South 08-07-56 West, on said Right of Way, a distance of 37.50 feet; Thence on a curve to the Left, on said North Right of Way, having a radius of 1860.08 feet, a central angle of 7-23-22, a chord bearing of South 85-33-45 East, a chord distance of 239.72 feet to the point of tangency; Thence South 89-08-38 East, on said North Right of Way, a distance of 2.75 feet to the Southwest corner of Lot 18 Block 6, Maple Village; Thence North 00-02-28 West, on the West line of Block 6, Maple Village a distance of 586.46 feet, to the Southeast corner of Lot 7, Block 6, Maple Village; Thence South 89-04-32 West, on the South line of Lots 1-7, Block 6, Maple Village, a distance of 420.25 feet, to the Southwest corner of Lot 1, Block 6, said Maple Village; Thence North 00-04-24 East, on the West line of said Lot 1, a distance of 123.04 feet to a point on the Southerly Right of Way of Cherrywood Drive; Thence South 89-49-12 West, on said Southerly Right of Way, a distance of 24.96 feet to the POINT OF BEGINNING, and containing a calculated area of 245,494.01 Square feet or 5.635 Acres more or less.



# MAPLE VILLAGE

## CHANGE OF ZONE FROM 'R-2' TO 'R-3'



  
BRIAN D.  
CARSTENS  
& ASSOCIATES  
LAND USE PLANNING  
RESIDENTIAL  
& COMMERCIAL  
DESIGN  
601 OLD CHENEY ROAD  
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PHONE: (402) 434-2424  
FAX: (402) 434-0857  
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# MAPLE VILLAGE CHANGE OF ZONE

## LEGAL DESCRIPTION:

A survey of Outlot A, Maple Village, and Lot 63 Irregular Tract, located in the Northeast Quarter of Section 27 Township 10 North Range 7 East of the Sixth Principal Meridian, Lancaster County, Nebraska. More particularly described by metes and bounds as follows.

Commencing at the North one quarter corner of Section 27 Township 10 North Range 7 East of the Sixth Principal Meridian; Thence South 00-01-36 East (an assumed bearing), on the West line of the Northeast Quarter a distance of 269.69 feet, to the POINT OF BEGINNING; Thence continuing on the Previous bearing of South 00-01-16 East, on said West line a distance of 604.57 feet, to a point of Intersection of said West line, and the North line of the Vacated Missouri Pacific Railroad; Thence on a curve to the Left on the North Right of way line of said Vacated Railroad Right of Way, having a radius of 1822.58 feet, a central angle of 06-41-41, a chord bearing of South 78-31-14 East, and a chord distance of 212.84 feet; Thence South 08-07-56 West, on said Right of Way, a distance of 37.50 feet; Thence on a curve to the Left, on said North Right of Way, having a radius of 1860.08 feet, a central angle of 7-23-22, a chord bearing of South 85-33-45 East, a chord distance of 239.72 feet to the point of tangency; Thence South 89-08-38 East, on said North Right of Way, a distance of 2.75 feet to the Southwest corner of Lot 18 Block 6, Maple Village; Thence North 00-02-28 West, on the West line of Block 6, Maple Village a distance of 586.46 feet, to the Southeast corner of Lot 7, Block 6, Maple Village; Thence South 89-04-32 West, on the South line of Lots 1-7, Block 6, Maple Village, a distance of 420.25 feet, to the Southwest corner of Lot 1, Block 6, said Maple Village; Thence North 00-04-24 East, on the West line of said Lot 1, a distance of 123.04 feet to a point on the Southerly Right of Way of Cherrywood Drive; Thence South 89-49-12 West, on said Southerly Right of Way, a distance of 24.96 feet to the POINT OF BEGINNING, and containing a calculated area of 245,494.01 Square feet or 5.635 Acres more or less.

# M e m o r a n d u m

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**To:** Brian Will, Planning Department  
**From:** Chad Blahak, Public Works and Utilities  
**Subject:** Maple Village  
**Date:** 5/15/03  
**cc:** Randy Hoskins  
Devin Biesecker

Engineering Services has reviewed the submitted Maple Villiage CUP/Special Permit, located approximately at Cherrywood Drive and Sycamore Drive, and has the following comments:

**Sanitary** - Show and label required sanitary sewer easements (minimum 30') for all proposed public sanitary sewer. Also show correct size for the existing sewer in the apartment complex to the west. The existing main is 18" not 8".

**Water** - Show and label required water main easements (minimum 30') for all proposed public water mains.

The water main south of Cherrywood Drive is located beneath the proposed paving and on the west side of the street, both contrary to design standards.

**Grading/Drainage** - A significantly larger area is proposed to drain to the northwest than as it exists today. There is no storm sewer proposed to capture any of the drainage to the northwest forcing the runoff into the street system and eventually to East O Street. Public Works recommends that storm sewer inlets be placed at the northwest end of Maple Village Drive and the drainage be piped down the west property line to the proposed detention cell. The detention calculations must be revised accordingly.

is Show the 100yr flood plain and flood way for Dead Mans Run which is adjacent to this plat. Also, it does not appear that consideration was made as to how the outlet structure will function in relation to tail water that will be generated in Dead Mans Run since the outlet is shown to be at the flow line of the channel. There is a 54" storm sewer that outlets into the channel upstream of the proposed outlet along with the outlet structure for Wedgewood Lake. The lake structure was not designed to retain additional water before water is released and subsequently there may be little delay in the release of flow from the lake in relation to the proposed project. This situation would cause water from the channel to back up into the proposed detention cell and the cell would not function for detention purposes.

An emergency over flow for the detention cell needs to be shown.

May 15, 2003

Streets - Design standards for private roadways state that a 27' wide roadway is required for all private roads that serve 30 or more parking spaces. All of Maple Village Drive and South 77th Street from Maple Village Drive to Maplewood Court is required to be 27' wide.

on This Maple Village Drive does not meet design standards for minimum tangent length for horizontal curves. A waiver needs to be requested for this exception to design standards. However, Public Works would not support this waiver. As shown the roadway is proposed to run next to an existing lot near the entrance to the development with the curb virtually the property line. This leaves no room for the required sidewalk, fence, or landscaping. is also the reason the water main is forced under the paving and on the opposite side of the street. It appears that the Maple Village Drive can be moved closer to the existing apartment building, away from the existing lot, and the entrance be reconfigured such that waivers for tangent length and curve radius standards are not required.

The proposed private roadway runs onto the adjacent apartment property. This property will need to be included in this special permit to approve the private roadway outside this development.

There are no turnarounds shown at the dead ends of Maplewood Court or 77th Place as per subdivision requirements.

Public Works requests that this project not be scheduled until the issues with the street alignment and geometrics can be addressed and re-reviewed.

General - The information shown on the special permit relating to the public water main system, public sanitary sewer system, and public storm sewer system has been reviewed to determine if the sizing and general method providing service is satisfactory. Design considerations including, but not limited to, location of water main bends around curves and cul-de-sacs, connection of fire hydrants to the public main, temporary fire hydrant location, location and number of sanitary sewer manholes, location and number of storm sewer inlets, location of storm sewer manholes and junction boxes, and the method of connection storm sewer inlets to the main system are not approved with this review. These and all other design considerations can only be approved at the time construction drawings are prepared and approved.



## PUBLIC WORKS AND

## UTILITIES DEPARTMENT



### MEMORANDUM

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Sub

May, 13, 2003

Brian Will  
Ben Higgins, Chad Blahak, Nicole Fleck-Tooze,  
Dennis Hurtz (DNR)

Devin Biesecker

#### *Maple Village*

Below are Watershed Management's comments on the Maple Village special permit. Comments are based on a four-sheet plan set and hydrology study stamped May 1, 2003 by the Planning Department.

1. The southwest corner of the property is very close to the 100 year floodplain and floodway of Deadman's Run. To ensure that all floodplain requirements are met include the limits of the floodplain and floodway on the grading plan along with the floodplain cross sections and their elevations.
2. Include a emergency spillway for the detention area. This will allow the flow to enter the stream directly and will minimize risk to adjacent structures, if for some reason the outlet of the detention area becomes blocked.
3. A significant amount of un-detained water leaves the site to the northwest flowing

along Maple Village Drive. The existing storm drain inlets near "O" Street will be insufficient for the amount of flow reaching them. Inlets need to be added on Maple Village Drive and connected to the proposed detention area. to reduce the amount of flow leaving the site to the northwest.

Note: This property is directly below the dam for Wedgewood Lake. The dam is categorized as a high hazard dam by the Nebraska Department of Natural Resources and a copy of the plan for Maple Village has been sent to them for review. At this time The City of Lincoln has no specific restrictions for developments below a high hazard dam, but the developer should be aware that the proposed development may be in the breach area of the dam. If more information is needed on dams and their classifications contact Dennis Hertz, Dam Safety Engineer, Nebraska Department of Natural Resources.

*I:\FILES\swsmd\blwp\Maple Village.wpd*

# Memo



**To:** Brian Will, Planning Department

**From:** Mark Canney, Parks & Recreation

**Date:** May 12, 2003

**Re:** Maple Village SP 2017 CZ 3407

Staff members of the Lincoln Parks and Recreation Department have conducted a plan review of the above-referenced application/proposal and have the following comments:

1. Austrian Pine is not an acceptable tree species by the City of Lincoln due to susceptibility of diplodia. The following substitutions may be used: Colorado Green Spruce, Colorado Blue Spruce, Eastern Red Cedar, Black Hills Spruce, Serbian Spruce or White Fir (Concolor Fir).
2. A note should be included on all landscape plans which states: All outlot areas to be maintained by the developer and or future homeowners association.
3. A neighborhood pedestrian connection should be considered connecting S. 77<sup>th</sup> street to the Mopac Trail.
4. Please address the requirement of outdoor recreation and open space by including an active recreation component. Consider using a ½ court basketball/playcourt. The end of Maplewood Ct. could serve as possible location.

If you have any additional questions, comments or concerns, please feel free to contact me at 441-8248. Thank you.



INTER-DEPARTMENT COMMUNICATION

DATE May 9, 2003

TO Brian Will, City Planning

FROM Sharon Theobald  
(Ext. 7640)

SUBJECT DEDICATED EASEMENTS - CUP/Special Permit  
DN#2S-77E

Attached is the Site Plan for Maple Village.

In reviewing the dedicated transmission line or other electrical easements shown on this plat, LES does not warrant, nor accept responsibility for the accuracy of any such dedicated easements.

ALLTEL, Time Warner Cable, and the Lincoln Electric System will require the additional easements marked in red on the map, along with a blanket utility easement over Outlot "A".

It should be noted, any relocation of existing facilities will be at the owner/developer's expense.

*Sharon Theobald*

ST/ss  
Attachment  
c: Terry Wiebke  
Easement File

